

A Plain "Ad." and Equally Plain Facts!

Next few days will be a great time for buyers, and we are ready for them, with tons of goods. Unrivalled stocks in quality and quantity. Everything desirable. Everything new. Your money will go the furthest with us. It's a well-known fact we want to impress on you that we have the largest stock of goods in our line south of New York; and if you want good things you will always find them at Cornwell's. Here are a few leaders. Read carefully. Pick out what you want. Make a memorandum of it. Then you are ready for business. That is the way to shop systematically. Then come to us for it.

PLUM PUDDING.

Why do you make your own when we can furnish the genuine English article?

Mrs. K. U. Hardecastle's, 1-pound, 2-pounds, 3-pounds.

Richardson & Robbins's, 1-pound, 2-pounds, 3-pounds, 4-pounds.

KENNEDY'S

CELEBRATED FRUIT CAKE.

One Pound, Four Pound,
Two Pound, Five Pound,
Three Pound, Ten Pounds.

MINCE MEATS.

If you don't make your own, why then try the following, which we guarantee first class:

Gordon & Dilworth,
Curtice Brothers,
Atmore,
McMechen & Son,
Jos. Campbell & Co.

FANCY FIGS!

Maillard's, Wilson's, and Slawson's Celebrated Candies.

Mixed Creams,
Mixed Extra Bon-Bons,
Broken Candy,

Assorted Fine Chocolate Creams,
Vanilla Chocolate Creams,
Jordan Almonds,

Burnt Almonds,
Cream Almonds,
Glaze Fruits.

Extra Fine Raisins,
Finest Dehesa Punch,
Fine Dehesa Punch,
Imperial Cabinet Punch,

Finest Imperial California,
Finest Valencias,
Loose Muscatels,
Finest Sultanas, Seedless,
Medium Texan Pecans,

Fine Sultanas, Seedless,
Florida Oranges,
Mandarin Oranges,
Tangarin Oranges,
Sicily Filberts,

Grape Fruit,
Pink Grapes,
Fancy Lady Apples,
New Crop Mixed Nuts,

Paper-Shell Almonds,
Tarragona Almonds,
Grenoble Walnuts,
Large Texan Pecans,
Jumbo Brazils.

We have a Large Assortment of New Goods, including many Novelties, which we are sure you will be pleased to look over, and our Price always as low as is consistent with a Complete Service.

G. G. CORNWELL & SON,

1412, 1414, AND 1418 PENNSYLVANIA AVENUE.

DULL AND HEAVY.

LOCAL STOCKS ARE WITHOUT SPECIAL INTEREST.

Prices Generally Lower With Some Slight Reactions—A Feeling of Improvement After the Holidays—Money Growing Easier Though Still Scarce.

The past week presents another page of dullness, though one also of gradual recovery in confidence. The incidents connected with the late crisis are still having their after effects, but no longer contribute any new elements of excitement, and the condition of the market is one of passive submission to the slow process of recovery and readjustment. During the next fortnight it is probable that the same conditions which now obtain will continue, and until after the beginning of the new year no decided improvement may be looked for, the ability to hold its own being about all that may be expected. With the large disbursements of money made at that time and the restoration of confidence now gradually returning, it will not be unreasonable to expect a very decided improvement, and, as has been the case before, a reaction that will carry prices even higher than last spring—a condition which is one to be regretted at all times.

Gas stock received more attention than any other of the stocks dealt in, 370 shares in 17 lots finding a market from 41 to 39, the loss of the 56 extra dividend being at once discounted and the price coming down to its normal condition, which for several years past has been around 40, at which it is a 5 per cent. return, and is one of the safest and best investments in the city. It was believed that exclusive of the dividend it would not lose more than three or four dollars of the price previously prevailing, and the disposition of the brokers to realize soon carried it down below 40. That it should hold so well when the stringency of the times is considered shows the confidence felt in it.

But one sale of Electric Light, and that of 30 shares in one block at 135, is noted, with the same continuing bid for more, and no offerings under 145. It will be recalled that under pressure this stock went off from 150 to 127, recovering to 140, and then losing a part of the advance on rather free offerings. Should the money market ease up it would not be unreasonable to expect a higher range of prices.

One sale of 50 Chesapeake and Potomac Telephone at 60 marks the only transaction in the market for some time, buyers and sellers alike having kept out of the market.

Graphophone, 190, was exceptionally dull, one small sale of 25 shares at 103, the lowest price at which it has ever sold on the Exchange, being the only transaction noted. At the close a slight improvement in the bid was noted, though it was believed that a limited amount would have supplied the demand.

In bank stocks the news of the election of Jesse B. Wilson, Esq., to the presidency of the Lincoln gave it a little boom, and 5 shares brought 106, two more 105, and an order for 10 at 110 secured but 9 shares at that price. This is an advance of from two to six dollars over the closing figures of the week previous, and might be construed as in the nature of a compliment to the new head. For 20 Columbia 153 was paid, while ten Traders', after a continuous period of inactivity, was placed at 120, which is just the amount paid in. To those who paid \$20 premium for this stock at the outset, as many did, this sale is hardly calculated to produce much

satisfaction. Two sales of 5 each of West End at 95 completed the transactions in this class.

American Security and Washington Loan and Trust also participated in the general dullness, though the latter showed a slight improvement, 150 in two lots bringing 41, as against 41 at the close the week previous. One sale of 16 of the American Security at par (62.50) showed the lack of interest in this usual favorite.

Insurance stocks were in some demand, though, like the rest, they showed the general weakness existing. For 40 Firemen's 44½ was paid, and for 25 more 44½ was considered a fair price. Two lots of Columbia, aggregating 82 shares, brought 14, at which figure the decline was checked, and no more stock could be found at that price, private offers of a slight advance failing to secure any. One hundred Riggs was sold at 7 and at once resold at 7½, with a sale of 30 at 7½ later in the week. This is the lowest price at which this stock has sold for several years, and in view of the near approach of the dividend period would seem reasonably cheap even in these times. One hundred and fifty Commercial was let go at \$4, or just \$1 less than the amount paid in, and the purchaser promptly took a small profit by selling 100 at 4 1/16. The only other sale was one of 10 People's at 5, being its par value. Columbia Title Insurance steadied at 5½, and 200 shares were marked at that figure, with a standing bid of the same for more, 35 shares bringing 6 and but little offering.

In railroad stocks the greatest interest centered in Eckington, 101 shares, in 7 lots, selling from 52½ to 50½, and recovering to 52 on yesterday. The evident purpose to sell this stock down to 50 was successful, but at this point the decline was checked, and the orders coming in, the rebound commenced and higher prices for the coming week may be expected. In Commercial at 75 cents and one at 80 cents the "Belt" 30 shares brought but 50. Washington and Georgetown and Metropolitan were both decidedly weak, the bids dropping off very considerably from previous quotations. No sales were made, but the stock was offered in both cases much lower than has ruled this year.

With one sale of 100 shares Pneumatic Gun Carriage at 75 cents and one at 80 cents the record for the week is completed, not a single sale of bonds being noted.

In money matters there is some improvement, both as to actual conditions and tone. Confidence is gaining ground in credit circles and freer accommodation is given by the banks to desirable customers with good security. The reports from New York are much more favorable, the weekly statement of the national banks being unusually good. Altogether, matters look decidedly better, though, of course, the usual chronic grumbler is still predicting dire disasters. It is as well, though, to be on the safe side, and purchasers are again cautioned to proceed with care, buying only those things which promise well, and borrowing as little as possible, for cash is still a good thing to hang on to.

FRANK H. PELTZER,
1335 F street.

Christmas Gifts for Bank Employees.
The employees of the Central National Bank were made happy last week by the presentation to each and every one of \$40, as a Christmas gift. This action is only a continuation of the acts of the board of directors of this bank. Such recognition of faithful services is sure to be amply repaid by the renewed zeal of the employees and increased devotion to their employers' interests.

The National Council of Women.
The executive board of the National Council of Women, which is to hold a triennial meeting in Washington in February, has changed the date from the 18th to the 23rd and 24th, inclusive. Indications are that this council will be a notable gathering of the representative women of the country.

CHRISTMAS IS APPROACHING,

And every one is anxious to know where they can find what they want. So we suggest a visit to our Art Department, where you are sure to find something you want, if only an idea or suggestion, which are always freely given.

First in order are the HANDKERCHIEF CASES, satin hand-painted ones for the children, at \$1.15.

More elaborate ones for \$2.15, \$2.50, and \$3.

Next are the SATIN GLOVE CASES, with Glove Stretcher, for only \$2.50.

Handsome Hand-painted KID PHOTOGRAPH CASES, something beautiful and serviceable, for \$5.

Lovely SATIN OPERA GLASS BAGS, only \$1.

Very pretty SEA-SHELL SACHET BAGS for 50c and 50c, each, all colors.

Handsome Hand-embroidered BUREAU SETS, Scarf and Pin-Cushion to match, \$5 A SET.

A BEAUTIFUL PIN-CUSHION made to order for \$2, in any color you wish.

IN HEAD RESTS we have every color and every shape. Satin painted ones for \$1.25. Covered with China Silk for \$1.15.

Handsome fan-shaped ones, with white lace or linen tops, for \$1.

Round ones for \$2.25.

LACE TOPS for Pin-Cushions from 50c up.

LINEN or LACE TOPS for Head Rests from 50c up.

IN SOFA PILLOWS we have every size and price, covered or uncovered. We can make you to order a LOVELY DOWN PILLOW, covered with China Silk, for \$3.

We have CHINA SILK SCARFS, too many to enumerate, in Plain and Figured Silk, embroidered and hand painted, from 50c to \$5 apiece.

For the Christmas dinner table or New Year reception we have FINE LINEN SILK EMBROIDERED CENTRE MATS, 24 inches square, only \$5.50.

Also FINE LINEN EMBROIDERED CENTRE MATS for \$4.50, with DOYLIES to match at 25c each.

FINE LINEN TRAY COVERS, hemstitched, for 50c, and with drawn work borders for 80c.

VERY PRETTY TABLE COVERS, 45 inches square, with colored or white borders, only 75c each.

We have plenty of FINE LINEN or MOMIE CLOTH BUREAU SCARFS that are stamped from 50c up. These Scarfs are bargains and please everybody.

It is not too late to leave your orders for EMBROIDERY, and all such orders will be promptly executed.

Lansburgh & Bro.
420, 422, 424, 426 Seventh St.

W. J. THOROWGOOD & CO.
HAVERMOVED TO THEIR NEW STORE,
1423 NEW YORK AVENUE, W.
WHERE THEY HAVE IN STOCK
A FULL LINE OF
WALL PAPERS, SHADES, AND ROOM
MOULDINGS.
ALL WORK FIRST-CLASS AND AT
LOWEST PRICES.
aull-113

BALTIMORE & OHIO RAILROAD.

Schedule in effect November 16, 1890.

Leave Washington from Station corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited express daily 11:30 A. M., express 8:30 P. M.

For Cincinnati, St. Louis, and Indianapolis, express daily, 3:30 and 11:30 P. M.

For Pittsburg and Cleveland, express daily, 9:30 A. M. and 8:30 P. M.

For Lexington and points in the Shenandoah Valley, 10:40 A. M.

For Winchester and Way Stations, 5:30 P. M.

For Luray, 8:50 P. M.

Trains leave Baltimore for Washington, week days, 5:00, 6:20, 6:30, 7:15, 7:30, 8:00, 8:25, 8:50, 10:30, 10:35 A. M.; 12:00, 12:10, 2:10, 2:30, 2:50, 4:15, 5:40, 6:00, 6:20, 7:05, 7:30, 7:40, 8:00, 9:05, 10:10, 10:20, 10:30, 10:35 P. M. Sundays 6:30, 7:15, 8:30, 8:35, 9:30, 10:30, 10:35 A. M.; 12:05, 1:05, 2:10, 2:30, 4:15, 5:00, 6:20, 7:05, 7:30, 7:40, 8:30, 10:10, 10:20, and 11:00 P. M.

For Annapolis, 6:35 and 8:30 A. M., 12:10 and 4:25 P. M. Sundays, 8:30 A. M., 4:30 P. M. Leave Annapolis 6:25, 8:20 A. M., 12:05, 3:30 P. M. Sundays, 8:30 A. M., 3:55 P. M.

For Stations on the Metropolitan Branch, 11:15 P. M. For principal stations only, 10:40 A. M., 1:30 and 5:30 P. M.

For Gaithersburg and intermediate points, 10:00, 10:40 A. M., 11:20, 11:35, 4:35, 5:25, 10:00, 11:35 P. M.

For Boyds and intermediate stations, 7:00 P. M.

Church train leaves Washington on Sunday at 1:15 P. M., stopping at all stations on Metropolitan Branch.

For Frederick, 6:30, 8:30, 10:30, 11:30 A. M., 11:15, 11:30, 11:30 P. M.

Trains arrive from Chicago daily 11:50 A. M. and 4:45 P. M.; from Cincinnati and St. Louis daily 3:50 A. M. and 2:05 P. M.; from Pittsburg 7:10 A. M., 3:30 P. M. daily.

ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA.

For New York, Trenton, and the East, 4:05, 4:30, 10:00, 12:10 A. M., 2:20, 5:00, and 10:30 P. M. Buffet Parlor Cars on all day trains.

For Boston, 2:50 P. M. with Pullman Buffet Sleeping Car running through to Boston without change, via Double-Track Bridge, landing passengers in B. & M. station at Boston.

For Philadelphia, 4:05, 7:00, 10:00, 12:00 noon, 2:50, 5:30, 6:15, and 10:30 P. M.

For Newark, Del., Wilmington, and Chester, 4:05, 7:00 A. M., 12:00 noon, 2:50, 5:00, 6:15, and 10:30 P. M. Limited express stopping at Wilmington only, 10:00 A. M.

For intermediate points between Baltimore and Philadelphia, 5:30 and 7:30 A. M., 12:15, 2:25 P. M.

Trains leave New York for Washington, 6:00, 11:00 A. M., 2:50, 7:30, 9:30 P. M. and 12:15 night.

Trains leave Philadelphia for Washington, 4:30, 6:15, 11:35 A. M., 1:30, 4:31, 6:05, 7:32 P. M. For Atlantic City, 4:05 and 10:00 A. M., 12:00 noon, Sundays, 4:05 A. M., 12:00 noon.

Except Sunday, "Daily," Sunday only.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket office, 619 and 1351 Pa. ave. and at Depot.

J. T. ODELL, Gen. Manager. CHAS. O. SCULL, Gen. Pass. Ag't.

ADOLPHUS GUDE. WM. F. GUDE

FLORISTS.

A. GUDE & BRO.,

112 F street Northwest. Telephone, 989-2. 423 Centre Market.

FINE ROSES and CUT FLOWERS a Specialty. Green Houses, Anacostia, D. C. nol6-6m0

GREAT PENNSYLVANIA ROUTE

TO THE NORTH, WEST, AND SOUTH WEST DOUBLE TRACK, STEEL RAILS, SPLENDID SCENERY, MAGNIFICENT EQUIPMENT.

IN EFFECT NOV. 23, 1890.

Trains leave Washington from Station, corner of Sixth and B streets, as follows:

For Pittsburg and the West, Chicago Limited Express of Pullman Vestibule Cars at 10:50 A. M. daily; Fast Line, 10:50 A. M. daily to Chicago, Columbus, and St. Louis, with Parlor Car Harrisburg to Pittsburg and Sleeping Cars from Pittsburg to Indianapolis, Pittsburg to Columbus, Altoona to Chicago, St. Louis, Chicago, and Cincinnati Express, 3:30 P. M. daily. Parlor Car Washington to Harrisburg, and Sleeping Cars Harrisburg to St. Louis, Chicago, and Cincinnati, and Dining Car Harrisburg to St. Louis, Chicago, and Cincinnati. Western Express, at 7:40 P. M. daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting with through sleepers for Louisville and Memphis.

Pullman Dining Car Pittsburg to Richmond and Chicago. Pacific Express, 10 P. M. daily, for Pittsburg and the West, with through Sleeper to Pittsburg, and Pittsburg to Chicago.

BALTIMORE AND POTOMAC RAILROAD.

For Kane, Canandaigua, Rochester, and Niagara Falls daily except Sunday, 8:40 A. M.

For Erie, Canandaigua, and Rochester daily: For Buffalo and Niagara daily, except Saturday, 10:00 P. M., with Sleeping Car Washington to Rochester.

For Williamsport, Rochester, and Niagara Falls, 7:40 P. M. daily except Saturday, with Sleeping Car Washington to Rochester.

For Williamsport, Elmira, and Elmira, at 10:50 A. M. daily except Sunday.

For Williamsport, daily, 3:30 P. M.

For Philadelphia, New York and the East, 7:20, 9:00, 11:00, and 11:40 A. M., 2:10, 3:15, 4:20, 5:40, 10:00, 11:05 P. M. On Sunday, 8:00, 11:40 A. M., 2:10, 3:15, 3:30, 4:40, 5:40, 6:40, 7:40, 10, and 11:35 P. M. Limited Express of Pullman Parlor Cars, with Dining Car Baltimore to New York, 9:40 A. M. daily except Sunday. For New York, Limited Express, with Dining Car, 5:00 P. M. daily.

For Philadelphia only, Fast Express, 8:10 A. M. week days, and 4:00 P. M. daily. Express Sunday only, 5:40 P. M.

For Boston without change, 8:10 A. M. week days, and 3:15 P. M. every day.

For Brooklyn, N. Y., all through trains connect Jersey City with Boston or Brooklyn, annex affording direct transfer to Fulton street, avoiding double ferrage across New York City.

For Atlantic City, 11:40 A. M. week days, 11:35 P. M. daily.

For Baltimore, 6:35, 7:20, 8:10, 9:40, 10, 10:50, 11, and 11:40 A. M., 12:05, 2:10, 3:15, 3:30, 4:20, 4:30, 5:40, 6:40, 7:40, 10, and 11:35 P. M. On Sunday, 9:00, 10:50, 11:40 A. M., 2:10, 3:15, 3:30, 4:40, 5:40, 6:40, 7:40, 10, and 11:35 P. M.

For Pope's Creek Line, 7:20 A. M. and 4:30 P. M. daily, except Sunday.

For Annapolis, 7:30 and 9:00 A. M., 12:05 and 4:20 P. M., daily, except Sunday. Sundays, 9 A. M. and 4:30 P. M.

WASHINGTON SOUTHERN RAILWAY.

In Effect Nov. 23, 1890.

For Alexandria, 4:30, 4:55, 7:45, 8:40, 9:45, 10:57 A. M., 12:04 noon, 2:05, 3:30, 4:25, 4:55, 6:01, 6:02, 10:05, and 11:39 P. M. On Sunday at 4:30, 7:45, 9:45, 10:57 A. M., 2:30, 6:01, 6:02, and 10:05 P. M.

Accommodation for Quantico, 7:45 A. M. and 4:55 P. M. week days; 7:45 A. M. Sundays.

For Richmond and the South, 4:30, 10:57 A. M. daily. Accommodation 4:55 P. M. week days.

Trains leave Alexandria for Washington, 6:05, 7:05, 8:10, 10:15, 11:07 A. M.; 1:20, 3:30, 5:10, 6:05, 7:05, 9:20, 10:50, and 11:08 P. M. On Sunday at 8:10 and 11:07 A. M.; 12:00, 5:10, 7:05, 7:30, 9:20 and 10:57 P. M.

Tickets and information at the office, northeast corner Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for checking of baggage for destination from hotels and residences.

CHARLES E. PUGH, General Manager. J. R. WOOD, General Passenger Agent.